

Historical Aviation Album Vol. 14

Exciting new issue, packed with informative articles, photos and scale engineering drawings—the best in historical research and presentation. A large 8½ x 11", 72 page book, 141 distinctive fine screen photos, perspective line art, tabulations and 10 full page scale drawings by Paul Matt.



The first in a series on the Winged-S amphibians and flying boats. Authored by Mitch Maybom, noted historian on early Sikorsky aircraft. A uniquely appealing and highly successful design—the S-39s had long and varied careers. Exceptional photo coverage—60 interior, exterior, close-ups and construction views. 5 full-page, highly detailed and accurate scale drawings by Paul Matt. Service index cards trace the birth history on all 23 of the type built.

Part III of the Benny Howard Story. With the help of "Mike" Howard, Harold Neumann and others closely associated with DGA-6 Mr. Mulligan, we are able, for the first time, to give you fresh, new and an authentic account of this famous racing machine and the checkered career it had. Misconceptions are finally corrected, new insight provided and the human approach is taken. Illustrated with 34 exceptional photos and the most accurate set of scale drawings ever presented on Mulligan. Included is a tabulation of all Howard racing aircraft standings at the National, International and American Air Races.



Why Gen. Douglas MacArthur voted "Not Guilty" in the Court Martial of "Billy" Mitchell, is a brief summation of this momentous incident and the one decenting vote that was not generally known until later. Author William H. Webb was Assistant to the Chief Defense Counsel during the trial and writes from first hand knowledge. Eleven historic illustrations.

The Army's Silver Oldies—by Peter M. Bowers is a rebuttal to our Gremlin's Gulch note in Vol. 13 regarding the use of "Obsolete Silver" on military aircraft just prior to WW II. While the author does not fully answer the controversy, his approach is more historic and better documented. Illustrated with 8 photos depicting planes caught in this era of uncertain directives.



Justice D. Doenecke, Associate Professor of History, New College, Sarasota, Florida, takes a New Look at the Lone Eagle. A timely and in-depth review of The Wartime Journals of Charles A. Lindbergh. The author breaks down these highly acclaimed papers into four areas of thought. Much of this extensive review raises unanswered questions which the Lone Eagle himself leaves us with. Problems he must have wrestled with during his most crucial and controversial years.

The Douglas Mailplane, Part III, the family-free conclusion of these civil versions of the old military observation type biplanes. Chosen by the Post Office Dept. as replacements for the aging DeH-4, they were Western Airline's first equipment and the workhorse of the fledgling United Air Lines in the mid 1930's. The scale drawings are new, completely redrawn and revised. 24 rare interior, exterior and airline photos complete the package.



Format, Vol. 14—8½ x 11", 72 pages, 80 lb. coated body stock, 141 photos, 10 full page scale drawings, .012 card cover. "Perfect" binding, full color varnished cover.

\$6.95 p.p.

Twelfth Air Force in World War II

by KENN C. RUST

Second in a planned series of books dealing with AAF combat Air Forces during World War II. Here, for the first time, is a detailed, chronological account of the Twelfth's history... from activation on 20 Aug. 1942, to VE Day. The North African campaign, across the Mediterranean and up the Italian boot, the 12th took it and gave it out. The author, noted for his expertise in the field, has again prepared a true historical treatise on the WW II conflict in the air.

During formation, the 12th Air Force drew heavily on the growing resources of the new 8th AF in England. At the time, nearly half of the 8th's available air strength (fourteen units) were transferred to the 12th. The build up was swift; B-17, B-24 heavy bomb groups, Boston III (A-20) light and B-25 medium bombers, P-38, P-39, P-40, P-47 fighters, British Beaufighters and Spitfires. In April 1943 the 154th Obs. Sqn. assigned to the 12th, flew the first P-51 in the Med. area. The 12th was a well organized force under the command of Jimmy Doolittle and the changes in weather, terrain and climate and even the forces of nature, such as the devastation wrought when Mt. Vesuvius erupted, plagued the men and machines constantly. Anzio, Salerno, the stalemate at Cassino, Rome, the Brenner Pass—all historic battle zones during WW II and the 12th was there.



Format—8½ x 11" size, 70 lb. coated body stock, 64 pages, 111 photos, .012 card cover. "Perfect" spine binding, full color varnished cover.

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A HISTORICAL AVIATION ALBUM PUBLICATION



FIFTH AIR FORCE ...IN WORLD WAR II

FOR THE FIRST TIME...

A detailed account of the Fifth's history, its units, its aircraft and their markings. Not just a hodge-podge pictorial, although there are over 100 rare and revealing photos, but an in depth narrative of the Fifth Air Force actions in the Southwest Pacific area during World War II.

This is the first in a series of books planned, dealing with AAF combat Air Forces during WW II

by KENN C. RUST

WITH ILLUSTRATIONS BY PAUL R. MATT



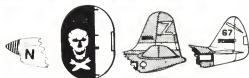
The Fifth Air Force Story will introduce you to the planes and activities of those groups and squadrons which, though at first few in number, fought so valiantly from Darwin, Port Moresby and Dobodura to Wewak, the Bismarck Sea, Rabaul, Leyte, Clark Field, Okinawa and Kyushu.

It relates of a single bomber group which operated *Mauraders* and *Mitchells* and *Liberators*... a fighter group whose squadron flew *Airacobras*, *P-40s*, *Thunderbolts* and *Lightnings*. By itself the Fifth operated more different type combat aircraft than any other of the sixteen AAF Air Forces—B-17, B-24 and B-32 heavy bombers; P-38, P-39, P-40, P-47, P-51 and P-61 fighters; B-25 and B-26 medium bombers; A-20, A-24 and A-26 light bombers. The Fifth Air Force also turned out the two top United States Aces of the Second World War.

The Fifth Air Force saga is unmatched in the annals of WW II history and has long since needed telling. Now, here it is! After years of research, Kenn Rust is able to put in print for the first time the most remarkable assemblage of text, photos, maps, tabulations, and drawings ever published on the obscure operations by U.S. Air Forces in their tortuous struggle of liberation over the vast and hostile Pacific.



Bats Outa' Hell



Dozens of fine line profile drawings depicting markings used on all major combat type aircraft.

Included are detailed summaries of the Fifth's markings, a nineteen part section giving specific unit markings for each of six fighter, an air commando, nine bomber, four troop carrier and two recon groups and three night fighter squadrons. A condensed but accurate account, superbly researched and excellently produced.

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Ryan BROUGHAMS and Their Builders

By WILLIAM WAGNER

(author of *Ryan, the Aviator*)

Just about a month before a tall, slender fellow by the name of Charles Lindbergh showed up in San Diego and ordered a special monoplane, T. Claude Ryan had sold his aeronautical interests to his partner, B. Franklin Mahoney. It is unnecessary to relate the immediate series of events; the building of the most famous airplane in history, the *Spirit of St. Louis* and that young man's world shaking flight. But what about the aircraft produced after the Lindbergh flight, those that capitalized on the Ryan name and the "Spirit" formula... the Ryan *Broughams*.

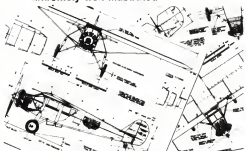
In order to put this often distorted scene into the correct perspective, the author has undertaken a tremendous historical treatise and succeeded admirably. The Lindbergh flight uncorked the interest in flying that lay dormant in thousands of people. The initial interest was overwhelming, the desire to fly in a plane like Lindbergh's. Manufacturers of the *Spirit of St. Louis* responded with the *Brougham*.

Some 231 *Broughams* were built, in five different versions. Their service life was as varied and interesting, useful and durable as any aircraft of the era. They were used by airlines, bush pilots, for special flights, for business use and a host of other workhorse duties. Their obscure history needed telling.

Included are *Brougham* Recognition Performance and Specification tabulations, and two full-page scale drawings of the B-5 model by Paul Matt.



Extremely well illustrated



The Ryan *Broughams* have a special and unique niche in the history of aviation. They blazed in glory on the heels of Lindbergh's triumph, then stumbled just two years later. The financial depression in 1930 ended their production. This is the story of the ironic fate of the commercial versions of the *Spirit of St. Louis* and the men involved.

A warm story with all the joys and misfortunes that make-up the frailty of human endeavors. Related by a man who values historical research, factual reporting and first hand information. William Wagner has been associated with the Ryan organization for 37 years, and writes from the cockpit. No one is better qualified to relate this story.

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Format—8½ x 11", 100 pages, 160 photos, 2 full page scale drawings, 80 lb coated body stock, .012 card cover, varnished full color cover, "perfect" binding.

\$7.50 pp

a Historical Aviation Album Publication

BACK ISSUES AVAILABLE EARLIEST ARE IN SHORT SUPPLY

Varied and interesting subjects covered in the earlier issues are:

Vol. 8 — Laird LC-DW 500 "Super Solution", Waco UPF-7, Timm C-170 "Collegiate", Vought XF5U-1, North American XB-70 "Valkyrie" (Part 2), and the Chance Vought biography.
68 Pages, 120 Photos... \$5.00



Vol. 9 — Aeromarine 39B, Consolidated P2Y-2 flying boats, Ryan ST Sportplane, Ryan SC Cabin Sport, Sperry Triplane Amphibian and Charles Walsh biography (Part 1).
68 Pages, 118 Photos... \$5.00

Vol. 10 — Curtiss PW-8, (Family Tree, Part 1) Aeronca C-2, C-3 "Collegian" and C-3 "Master", Laird-Turner LTR-14 Racer, and Charles Walsh biography.
(Part II conclusion)
68 Pages, 105 Photos... \$5.00

Vol. 11 — LWF Model L "Butterfly", LWF Model H "Owl", (Family Tree Part 1) Douglas O-2, O-25 series, Curtiss-Wright CW-1 "Junior", Cicero Flying Field (Part 1) 68 Pages, 120 Photos... \$5.00

SORRY... the first seven issues are now out of print

Vol. 12 — (Family Tree, Part 2) Douglas Observation Biplanes, O-38, BT-2 series, Benny Howard Story (Part 2) and the DGA-3 "Pete" racer, Anderson-Greenwood AG-14, Mitchell, Hewitt F. (biography) and Cicero Flying Field, part 2 (conclusion).
72 Pages, 138 Photos... \$5.95

Vol. 13 — Benny Howard Story, Part II, DGA-4 "Mike" and DGA-5 "Ike" racers, Waco UMF/YMF, General Aviation — Clark GA-43, North American Aviation, Inc. and the O-47 series, and Henry R. Waite biography.
72 Pages, 154 Photos... \$6.50

Aircraft Photo Album, Vol. 1 — Old fashioned picture album, highlights the WW I Breguet 14, the NC-4 flying boat, marmarked German WW II aircraft, Hughes XF-11 and many more subjects.
56 Pages, 160 Photos... \$3.50

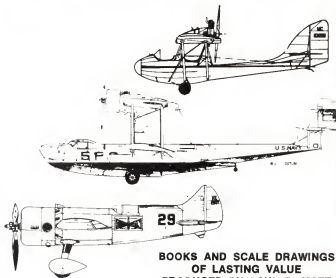
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